

CENTRAL INTELLIGENCE AGENCY

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of octagon shaped concrete blocks. Each octagon block was one meter thick. Prior to German occupation during World War II the Soviets used the field for military transports.

- b. Up to the winter of 1944 there was a dirt airfield located at point #4. [redacted] four-motor Tupolev planes and heavy six motor German troop transports land at this field. On both approach and take off Soviet and German pilots exercised extreme caution. Power lines which lead from Uzlovaya to Zaporozhe are very close to the airfield, thus creating a hazard unless a pilot is thoroughly briefed.

3. Villages adjacent to Dnepropetrovsk

a. Chapli

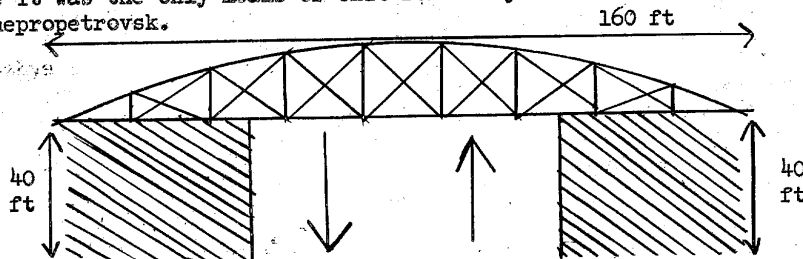
A factor of significance relative to this sector is the condition of the terrain west of the town. [redacted] on several occasions in 1944 German tanks mired deeply in the very damp and sandy soil to the west of the town. The condition of this terrain [soft and damp] was known generally by residents of the surrounding areas.

b. Odinkovka

Actually the west half of the area [point #5] on the chart is called Ogren. In reality there are two places in the area with the name Ogren -- one of these is the old town. The western area referred to above is called Novi [new] Ogren by the local population. The only installation of any significance in Novi Ogren is the railway station. The area surrounding Novi Ogren can properly be called a resort area for Communist officials of Dnepropetrovsk have large dachas [summer cottages] scattered throughout the region; citrus fruits and cherries are abundant and the climate is ideal for vacationers.

4. Bridges in Dnepropetrovsk

- a. Point #6 is an elevated iron bridge which spans the railway. The bridge is commonly called Horbati Most [Hunchback Bridge]. It stands about ten meters above the railway and is about 50 meters long. There is sufficient width for two trucks to pass one another on any segment of the bridge. Up to the winter of 1944 this installation was considered vitally important because it was the only means of exit for heavy vehicles travelling west from Dnepropetrovsk.



- b. West of Horbati Most at point #7 is a railway bridge or trestle which spans the highway. The highway underneath this trestle is very narrow -- only one lane of traffic. During the winter of 1944 the Germans placed a traffic signal at each end of the bridge, thus controlling the flow of traffic and preventing head-on crashes.

5. Prospect Karl Marx

- a. Prospect Karl Marx is the main street of the city of Dnepropetrovsk. It is approximately 80 yards wide and three and one half miles long. This thoroughfare, up to the winter of 1944, was totally surfaced with asphalt and concrete.

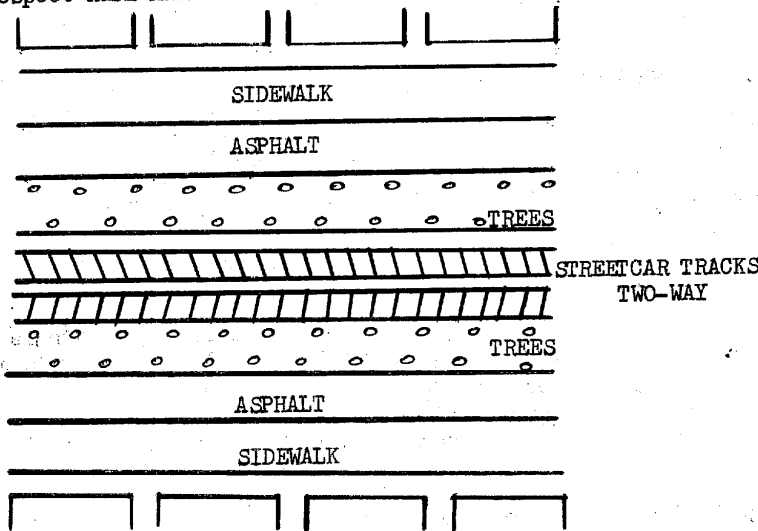
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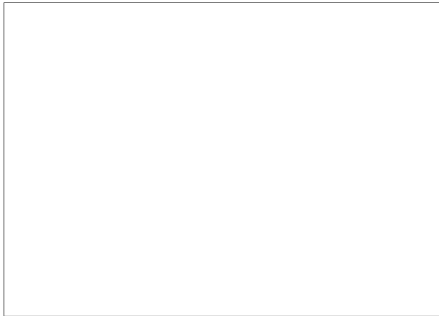
b. Scheme of Prospect Karl Marx



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Enclosure (A): Freehand sketch drawn  showing installations in Dnepropetrovsk and environs,

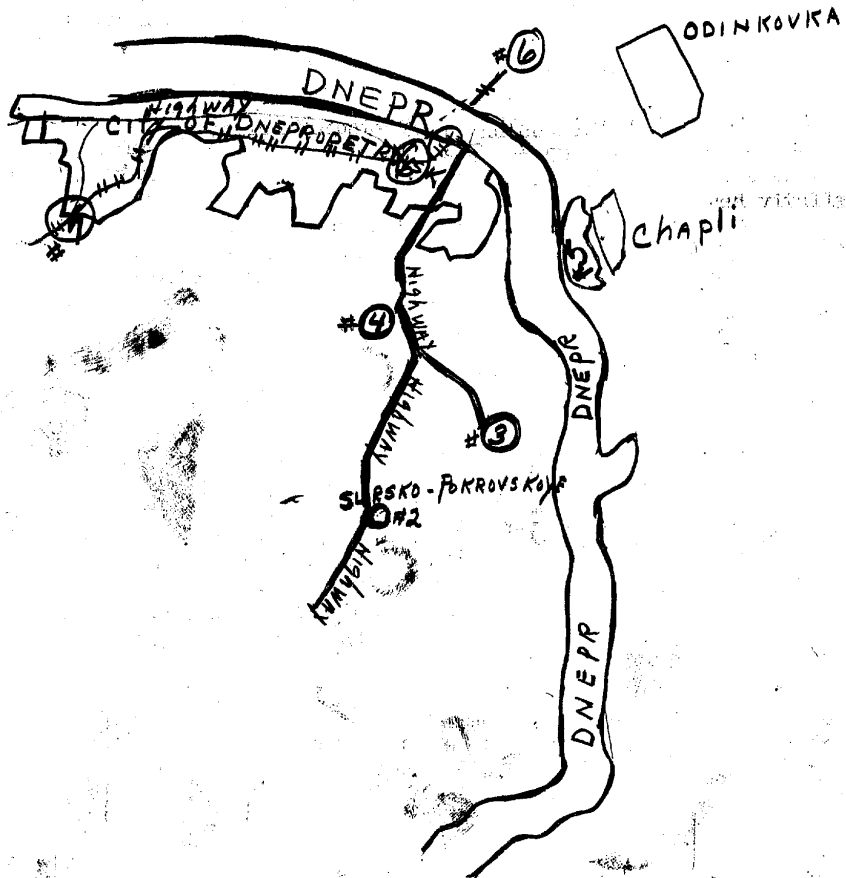
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FREEHAND SKETCH DRAWN [] SHOWING INSTALLATIONS IN
DNEPROPETROVSK AND ENVIRONS

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